<div align="center">Illinois Traffic Record Coordinating Committee
November 16, 2009</div>

Attending: Mehdi Nassirpour, Dan Mueller, Rob Robinson, Jessica Baker, Peggy Westerfield, Sherri Akers, Lori Midden, Tom Casson, Lou Humphrey, Joyce Schroeder, Sandy Klein, Susan Fitzpatrick, Jim Garceau, Priscilla Tobias, Dan Lee, John Werthwein, Mike Morris, Chuck Eckert
By Phone: Roseanne Nance, Abraham Emanuel, Dan Leonard, Rod Smith, Alex Cabral, Mike Mayer

<u>Alex Cabral gave the following NHTSA update:</u>

Re-authorization has not occurred as of the November 16th meeting. However it appears that there will be a Section 408 grant program in this FY 2010. So to facilitate the application process Illinois' TRCC should prepare as if another year of SAFETEA-LU funding for Section 408 will occur. Illinois should provide an application and interim report to start this process. The interim report can be submitted to Alex Cabral at NHTSA Region 5 by March 1, 2010. The Section 408 application will be due on June 15, 2010 to Alex Cabral at NHTSA Region 5 Office.

Please make sure that:

Performance measure submitted in the interim report is a valid indicator of some systemic quality attribute (accuracy, completeness, timeliness, uniformity, accessibility or integration) of some core traffic records system database (Crash, Driver, Vehicle, Roadway, EMS/Injury Surveillance or Citation/Adjudication).
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Each project that the state believes has contributed to the claimed progress is identified in the interim report by name, number (if applicable) and location in the state's Strategic Plan.
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The method by which the values of each performance measure is calculated or estimated is clearly described in the interim report.
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The baseline and current values for each performance measure is stated in the report, along with the dates from which the information used to calculate or estimate the measure values was obtained.
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The dates of the baseline and current measure values are consistent with the need to demonstrate current measurable progress.

It is especially important that you report any changes to the project in your Strategic Plan (new projects that have been added, old projects that have been completed or cancelled) and any changes to the performance measures the state is using to track progress. All performance measures used to demonstrate measurable progress must be in the Strategic Plan.

Greg Piland, FHWA, reported US TRCC website is being revamped. Late summer we will try and send out a training survey to all the states trying to find what is needed. The objective will be to assess the states and try to get the needed training out and available. The website is http://h2.rita.dot.gov/.

Rob Robinson gave a presentation on turning movement traffic data. He reported that the videos are available on a web-hosting site. This information is being used by the IDOT district offices in their intersection studies. He indicated that specialized counts of pedestrians and bicycles can be done for an additional fee.

Report on July 2009 Safety Performance Function Summit – Priscilla Tobias

Updates:

Peggy Westerfield – Safety Data Warehouse
Safety Data Mart – SDM itself is in a maintenance mode; no active project dealing with specific enhancements for internal users. Additional training session is scheduled for some DTS users on December 4th.

For External Access, working on 2 things: 1) finishing up security and testing on an external browser; and 2) Local Safety Services Project (incorporate a mapping component). Plan to offer a single website, where external user can select what tool to use (parameter based reports, map tool, browser tool).

Safety Analyst – The following steps have been completed:
1. Establish a functional test environment using a Server-based deployment.
2. Work through issues specific to our type of database (prior states used Oracle instead of SQL).
3. Developed a work-around needed for importing crash data (due to excessive processing times).
4. Intersection Source: Unique ID for each, plus attributes about each intersection will be imported into SA.
5. Test areas--Champaign, Sangamon, Vermillion Counties, plus the West Chicago Township.
6. Targeting test dataset to be available for users the end of this month; completing portions on a statewide basis as well in some instances.
7. Assessment for training needs will occur when testing group gets to use 'hands-on' with Illinois data.

Mehdi Nassirpour – CODES, Data Quality Project with FHWA, Traffic Records Performance Measures

Mehdi provided preliminary data analyses on the 2005 linked crash and hospital data. Had a brief meeting with the CODES members at the end of the TRCC meeting. Mehdi and Susan distributed linked tables for review and comments. Mehdi mentioned that the search committee for the CODEs Analyst position through UIS had made their final choice. He also indicated that the data sharing agreement with IDPH was extended until 2013.

Mehdi indicated that the data quality project interagency agreement between IDOT and the university was finalized. The process has been very slow since the University had a hiring freeze and we had to go through many channels to establish the data quality position.

Mehdi mentioned that the licensing fee for the Safety Analyst was been approved May 2009. Since the software has not transferred from FHWA to AASHTO, states are not willing to pay for

the licensing fee. Once the AASHTO takes over the maintenance of the software, Illinois will pay for the licensing fee. Based on the information he received from Vicki Schofield, Project Manager at AASHTO, the final day of transfer will be February 1 2010. Therefore, we need to provide fee for only for five months (from February to June 2010) which is estimated to be around $18,750. Mehdi mentioned that Peggy and her colleagues from BIP have been working on implementing the Safety Analyst.

Mehdi reported the National Traffic Records Expert Panel completed the recommended list of traffic records performance measures. States should have the performance measures as well as the final version of the White Paper by April 2010. He mentioned that he presented the recommended list at the last Illinois Traffic Engineering and Safety conference that was held on October 21-22 in Champaign. Mehdi provided a link to the presentation at the following address: http://www.conferences.uiuc.edu/conferences/conference.asp?ID=151.

Jim Garceau – MCR, CIS, AIS
MCR
- Looking to move in a new direction.
- A Request For Information (RFI) was put out 10/26 and responses are due 12/7
- While in the discovery mode,
  - no new development work is being picked up,
  - supporting current user base and following thru with commitments that were made

CIS
- Working with 2 vendors on the electronic transfer of crash data from their crash products (New World and iyeTek) to the state via the "catcher's mitt".
  - New World is working with Highland Park PD
  - iyeTek is working with Chicago PD
- Doing requirements gathering on integrating CIS with both SafetyNet and FARS
  - Looking to do all FARS and CMV data entry into CIS
  - Then electronically transfer crash data to FARS and SafetyNet
  - Single source for data should keep everything sync'd up between the 3 systems
- Starting to collect requirements for handling the "not a crash" cases in CIS – ped/pedal, under $1500/$500-no injury/tow, etc.

AIS
- The upgrade is in production and integrated into CIS.
- Documents from 1999 to present have been loaded into the new SAN space.
- Doing final cleanup of the optical jukeboxes, cross checks to make sure we have everything off the old servers/jukeboxes.
- Starting the decommissioning process.
  - 17 servers total servers (5 test and 12 production)
  - The test servers and 1 production server have been shutdown so far.

Greg Piland asked Jim what was meant by looking to move in a new direction for MCR and he replied he was looking at MCR alternatives. The 2nd question was from Priscilla Tobias who

asked about CIS "not a crash" and used ped/pedal accidents as an example. She asked if this would include tracking ped/pedal crashes. Jim replied that it wasn't in the scope of what we were doing right now.

<u>Jessica Keldermans – Crash Reports</u>
- Stats—29 days behind the date of the crash; working October 2009 reports
- Location—54 days behind the date of the crash; working August 2009 reports
- Case Prep—scanning in real time
- SR—working September 2009 cases

<u>Dan Lee – Trauma Registry Data and NEMSIS Project at IDPH</u>
Pre-Hospital Run Report System Enhancements Project

The project is divided into two phases. Phase I brings Illinois into alignment with a national standard for EMS run report data. Data are currently accepted in electronic format or on scannable paper forms, and this will continue once Phase I is completed. Implementation of Phase II will ultimately eliminate paper-based submission through the development of a web-based submission option.

Phase I:

The first round of software testing, or alpha test, has been completed. This involved working extensively with one EMS provider to iron out a variety of data accuracy and formatting discrepancies.

The draft data specifications resulting from the alpha test have been provided to five additional EMS providers. These agencies are in the process of extracting data for review and analysis by the project software vendor and the EMS Division (this is termed the "beta test"). The beta test will close this month or next month, depending on when testing needs have been met. This is the final round of software testing for this phase of the project.

The EMS Division conducted a field test of the new run report form with several central Illinois EMS providers in July. An additional form completion and review workshop was conducted on 30 September, and the results of the field test and workshop have been compiled and are ready to be incorporated into the form. The Division will meet with the vendor this month to specify the final round of form modifications.

These are the last major tasks prior to the implementation of Phase I of the project, which is expected to occur in late December or early 2010.

Phase II:

WEB-BASED DATA SUBMISSION: Technical review and analysis of Phase II has been completed by IDPH IT, the EMS Division, and the project software vendor and the charter, business requirements, technical requirements, and scope statement have been submitted to and approved by Central Management Services (CMS). Now that the requirements and analysis gates have been completed, the department and vendor will participate in a system

design meeting with the CMS Data Center in the near future. This is the last "gate" in the CMS governance process. Completion of Phase II is planned for 30 June 2010.

<u>Abraham Emmanuel—Chicago Data Quality Improvement, City of Chicago-IDOT Data Integration</u>

City of Chicago has just finished the phase I of Data Quality Improvement/Police Officer Training project and is currently working on selecting a vendor for the IDOT Data Integration Project. Based on our understanding that a significant portion of the data quality issues are caused by improper data collection, Chicago is working on a long term project to train police officers on accurate reporting of crash data. This year we rolled out a computer based training for all the 13,000 active duty police officers and purchased equipments for online instructor lead training in FY2010. Working with Northwestern University Center for Public Safety, we delivered face-to-face training to police trainers and police academy instructors. Additionally we worked with Northwestern to review and revise the 16 hour crash investigation curriculum for recruits at the police academy. New topics on data quality specific issues were added to the curriculum. In FY2010 we hope to expand the face-to-face training to supervisors and field officers directly working on traffic enforcement and crash investigation.

Traffic Record System Updates

<u>Joyce Schroeder--Crash Information System—See attached file</u>

<u>Michael Mayer –Driver License System SOS</u>

2.2.1 Record the driving histories…We are waiting on Real ID/Pass ID before going any further. This is a major programming issue that will take some time to develop. We see the benefit of having something like this but we also have a lot of other programming needs that need to be performed to bring us in compliance with our recent CDL Audit.

2.2.3 Improve the methodology for...We are using our Facial Recognition System (FRS) to help identify these created records with two or more images. A stop is placed on the records to allow us time to investigate as to how or why these records were created.

2.2.4 Implement biometrics (facial recognition)...With a renewal applicant, we manually pull up their image on file during the renewal application. A program change will automatically pull up the image during our F2 process so that we can match the image with the applicant. On new applicants, we will be instituting a Central Issue Process vs. Over-The-Counter (instant issue) to allow us to perform a more thorough check on that application in our back offices. The new applicant will leave with a driving certificate.

2.2.5 Promote and assist local courts…We have 89 courts using ADR (Automated Disposition Reporting) leaving 18 courts or 17% that are not. Cost is the biggest detour ant with trying to bring the remaining courts on board. There are enhancements that are needed to the current ADR Program. The Administrative Office of the Illinois Courts is requesting modifications to the current ADR system by adding new data elements.

Subcommittee Reports

<u>Jessica Keldermans—Planning Sub-Committee</u>
- Will work on subcommittee objectives and finalize them
- Will review TRCC members and see if we need to add any or take some off
- Meeting after TRCC in Conference Room A

<u>Priscilla Tobias—Engineering Factors</u>

Next meeting is January 19, 2010.